

CASHMERE BOUQUET and WORIS.

contraband of war was issued this afternoon by Solicitor Penfield. Goods subject to seizure were divided into the absolute contraband and the conditional or occasional contraband. In the first class were all materials of war. In the second were coal, provisions, naval stores, horses and mules, certain kinds of machinery and certain forms of iron and steel, destined for the use of the enemy. Each belligerent Government is declared competent by Solicitor Penfield's opinion to determine what articles it will treat as contraband, its decisions being subject, however, in plain disregard of international law, to forcible interposition on the part of neutral States injuriously affected. Only contraband of war on neutral vessels will be seized by United States warships while hostilities with Spain last.

The State Department this afternoon addressed an identical note to all the representatives of foreign nations accredited to Washington, informing them of the policy to be pursued by this Government in the matter of privateering and neutrality. This was followed by the sending of cable messages to all American Embassies and Legations abroad containing the same information for presentation to the governments to which they are accredited. The statement was similar to that previously given in these dispatches.

CONGRESS ACTS PROMPTLY. CONFERENCE REPORT ON VOLUNTEER BILL QUICKLY ADOPTED.

THE HOUSE TO MEET AT 10 O'CLOCK THIS MORNING AND TAKE UP THE ARMY REORGANIZATION BILL, A NAVAL AUXILIARY RESERVE MEASURE.

(BY TELEGRAPH TO THE TRIBUNE.) Washington, April 22.—The House of Representatives today again exhibited a patriotic desire and determination to do promptly whatever may be necessary to strengthen the hands of the Administration in dealing with Spain and Cuba. The Senate amendments to the Volunteer Army bill had been the subject of an informal conference between the members of the Military Committees of the two houses before noon, and an agreement was reached which was quickly ratified. In the House the matter was disposed of in less than a quarter of an hour. Under ordinary circumstances it probably would have consumed as many hours as it did minutes today. Two hours later the Speaker interrupted the proceedings to receive a report from the Committee on Enrolled Bills and to sign the Volunteer Army bill, which soon afterward received the approval of the President and thus became law.

Again, late in the afternoon, Chairman Hull, of the Committee on Military Affairs, after having caused to be read a letter from the War Department urgently recommending prompt action on the Regular Army Reorganization bill, asked unanimous consent that when the House adjourned today it be to meet at 10 o'clock to-morrow morning to consider and pass that measure. Members on both sides expressed a desire to have it considered immediately, but it was explained that as the Senate had already adjourned for the day out of respect for the memory of the late Senator Wallahall, the final passage of the bill would not be hastened if action should be taken by the House today. The unanimous consent which Chairman Hull asked was then granted, and the bill will probably be passed by the House and sent to the Senate early to-morrow afternoon.

While these proceedings were going on, Chairman Boutwell was busy summoning the members of the Committee on Naval Affairs to a special meeting to consider a joint resolution prepared at the Navy Department and transmitted to him, providing for the enlistment and organization of a naval auxiliary reserve to man the mosquito fleet. The members of this force are to be enlisted in the regular Navy, but are to be discharged, and may be offered by volunteers from the merchant marine, or, when practicable, by details from the regular Navy. The number of men to be enlisted is left to the discretion of the President, and he is to have authority to call upon the reserve in active service the officers and men are to receive the same pay and allowances as officers and men of like grades in the regular naval establishment. This measure will undoubtedly receive prompt and favorable consideration.

During the brief open session of the Senate the formal announcement of the death of Senator Wallahall, which was made, and arrangements were perfected, so far as the Senate is concerned, for the funeral ceremonies, which are to be held in the Senate chamber to-morrow at noon. A secret session of two hours was held, during which the conference report on the Volunteer Army bill was agreed to, but no business was done in open session.

CAPT. SAMPSON TO BE REAR-ADMIRAL.

A TEMPORARY "JUMP" TO AVOID SUBORDINATING HIM TO OTHER OFFICERS.
Washington, April 22.—The Secretary of the Navy has officially decided to appoint temporarily Captain Sampson, now in command of the North Atlantic Squadron, a rear-admiral. The nomination for it is believed it will be necessary to make a nomination even for a temporary appointment will be submitted to the Senate soon. By this action the Department will "jump" Captain Sampson, who stands third in the list of captains, over not only the two captains preceding him, but over the ten commodores of the next grade above and below that of rear-admiral. It is explained, however, that the appointment being only temporary, the superior officers will lose nothing by this, for when he relinquishes the command of the squadron Rear Admiral Sampson will again become Captain Sampson and retain his number in the register.

The purpose of thus increasing the rank of Captain Sampson is to prevent the confusion and disarrangement that would result should he fall in with one of the other naval commanders now in North Atlantic waters. Having retained his rank, Captain Sampson is not deemed by the Department good policy to chance an unexpected change of commanders. But were Sampson to remain plain Captain Sampson and should Commodore Howell with his patrol fleet, or Commodore Schley with his flying Squadron, either by accident or by orders, come in contact with the North Atlantic Squadron, under the naval regulations the senior officer would command the entire force and rank Captain Sampson. It is to avoid this that the additional rank is to be conferred upon Captain Sampson.

A NEWFOUNDLAND STEAMER BOUGHT.
St. John's, N. F., April 22.—The United States Government has purchased the Newfoundland coasting steamer Grand Lake, subject to the approval of the inspecting officers of the Boston Navy Yard. She is composite built, makes twelve knots an hour and it is said, is to be converted into a gunboat.

Hood's Sarsaparilla.

Helps just where

Help is needed.

It purifies, enriches,

Vitalizes the blood.

It cures all

Spring humors,

Boils, and pimples,

That tired feeling,

Lack of energy.

SQUADRON OFF FOR CUBA.

SAILED AS DAY WAS BREAKING

THE NEW-YORK AND THE BATTLE-SHIPS
IN THE LEAD.

SEVERAL VESSELS LEFT BEHIND IN THE HARBOR
OF KEY WEST—CURAN PILOTS TAKEN
ABOARD AFTER MIDNIGHT.

Key West, April 22.—The North Atlantic Squadron, except for the monitors Terror and Puritan and six of the smaller vessels, sailed from Key West at 5:45 o'clock this morning, headed for the Florida Straits. The ships were growing gray with the coming dawn when the fleet steamed away, presumably for the shores of Cuba. Besides the two monitors the ships left behind were the gunboat Helena, the cruisers Marblehead and Detroit, the dispatch-boat Dolphin and the torpedo-boats Cushing and Ericsson.

Throughout the night unusual activity on the vessels of the fleet told watchers on shore that the long-awaited advance on Havana was near at hand. About 11 o'clock a boat hurried from the flagship with orders to all still ashore to return immediately to the ships. Midnight found the city empty of the gold and blue-lights, with which it had grown so familiar. Except for one or two recalcitrant Jackies, whose convivial patriotism had run away with their sense of duty, there was not a naval man to be found in town.

THE SCENE WHEN THEY SAILED.

The departure of the fleet was not as imposing as had been expected. On the contrary, there was something of a scramble in getting away. When all was ready the flagship New-York swung round and came well into the harbor, signaling to the other ships about to sail. After receiving responses she turned and headed for the open sea, with the Iowa and the Indiana closely in her rear. The Indiana had been coaling at the Dry Tortugas, but was cabled for, and at midnight she joined the Iowa and the New-York at the anchorage, in the outer harbor. The gun-boat Maclachlan lay nearest to the three big warships, and was first to swing into line. She was followed by the Newport, which also lay outside. Of the fleet lying close to shore, the Amphitrite was the leader. She lumbered along after her low freeboard. She was the first of the monitors to join the warlike procession. Then came the Nashville, her three smokestacks distinguishing her from the others, with the gunboat Wilmington alongside. The Castine, which was next, looked small compared with the other members of the family. The Cincinnati was delayed a little time, as she was in the act of taking coal from a schooner off Fort Taylor when the signal to sail was given. But she got into the jagged line next. The other ships of the fleet followed in no very regular formation, as viewed by the shore spectators. The Mayflower brought up the rear of the parade. The torpedo-boats did not start until 6 o'clock, when most of the line was under way, but as if to exhibit their capabilities they darted ahead and were lost from sight in the forward group.

FORMED IN A SEMICIRCLE.

The monitors Puritan and Terror lay side by side coaling from a large barge which was between them, their decks crowded with officers and blue-jackets, observing the naval pageant. As the squadron neared the horizon it looked to those ashore as if the New-York was somewhat in advance of the line, with the Iowa and Indiana following on either side, but separated from her by a good stretch of water. The ships spread out until there was perhaps a distance of three miles between the tips of the crescent. The ships of the inner harbor had slipped out one by one and stopped at various stations until the entire formation was ready to move. Their exact order could not be ascertained from the shore, but from the highest place in Key West the line seemed semicircular. The ships that followed the three leaders were the cruisers Cincinnati and Nashville, the gunboat Wilmington, Castine, Maclachlan and Newport, the monitor Amphitrite, the cable-repair boat Mangrove, the Mayflower, and the torpedo-boats Foote, Dupont, Porter and Winslow.

Following the warships was the fleet of newspaper dispatch-boats, numbering about twenty. CUBAN PILOTS ABOARD.
Cuban pilots accompanied the squadron. Juan Santo was on board the New-York, Pedro Hernandez was aboard the Cincinnati, and Felipe Losa was the pilot of the Indiana. These three men are experts in their business. They know the Cuban coast thoroughly, and have successfully landed filibustering expeditions. On board the flagship is Captain Aranguen, brother of the late Brigadier General Nestor Aranguen. He will pilot the fleet to Matanzas. The Cuban pilots went on board last night after 12 o'clock.

The Detroit sailed to join the fleet this afternoon.

It is believed that one or two ships will be left here, at least temporarily. The Fern went to Tampa for ammunition for the fleet.

MORE WARSHIPS SAIL.

The cruiser Marblehead, the monitor Puritan and the Albatross sailed this afternoon to join the fleet. The only ships of the squadron now remaining here are the Dolphin, the Terror and the Helena, all of which are likely to move within a few hours.

The United States Government has established a censorship of telegrams, forbidding the transmission of code message, or from Havana. This begins at once.

On excellent authority it is reported that the destination of the fleet is Matanzas.

MONITORS PUT TO SEA.

MIANTONONOH AND MONADOCK IN WAR PAINT

—CATEKILL TO GO TO BOSTON.

Philadelphia, April 22.—The double-turret monitor Miantononoh sailed from the League Island Navy Yard at 2:30 o'clock this afternoon. Her destination is believed to be Charleston, S. C. The Miantononoh had on her war paint and is fully prepared for action. She passed Marcus Hook at 4:35.

The monitor Catekill, with the Massachusetts Naval Reserves on board is ready for sea and will steam away from the League Island Navy Yard as soon as the tug which is to convey her down the Delaware River arrives. The Catekill will go direct to Boston.

Vallejo, Cal., April 22.—The United States monitor Monadnock has left for sea on her way to Puget Sound. In her coat of gray paint the Monadnock is not visible at sea a thousand yards distant.

THE PLUNGER'S TRIAL TRIP.

NEW HOLLAND TORPEDO-BOAT TO BE TESTED

EARLY NEXT WEEK.

Baltimore, April 22.—It was announced today that the submarine torpedo-boat Plunger, which has been building at the Columbian Iron Works, this city, from plans drawn by George Holland, the inventor, is now fully completed, and ready for her official trial and acceptance by the Government at any time. It is thought this will take place early next week at a point in the upper Chesapeake Bay.

The torpedo-boat McKee is also nearing completion, and will be ready for delivery in a few days. A dock trial of her engines will be made to-morrow.

ANOTHER PRIZE TO LOOK FOR.

THE SPANISH STEAMER MONTERRAT ON THE WAY TO HAVANA.

Las Palmas, Canary Islands, April 22.—The Spanish steamer Monterrat, of 2,583 tons, which sailed from Cadiz on April 10 for Havana, touched here on April 13 and proceeded the same day for Cuba. She had on board a valuable cargo, a number of troops and considerable war material. The troops and war supplies were landed here, but the steamer proceeded with much cargo on board for Havana, and would prove a rich prize for a United States cruiser.

HYGIENE OF THE MOUTH AND STOMACH.

The great importance of attention to the Hygiene of the mouth and stomach is insisted upon by the Medical Profession. No better means can be adopted than the regular use of about a wineglassful of "Apenta" Water on first rising in the morning.

The mouth should be rinsed with it before drinking.

"APENTA"

THE BEST LAXATIVE.
OF ALL DRUGGISTS AND MINERAL WATER DEALERS.

WANTS ACTIVE SERVICE.

CAPTAIN BRADFORD RESIGNS AS CHIEF OF THE EQUIPMENT BUREAU.

COMMAND OF A WARSHIP TO BE GIVEN TO HIM—CREATION OF AN AUXILIARY RESERVE.

PROPOSED—OTHER NAVY DEPARTMENT WORK.

Washington, April 22.—There was a notable retirement from the Navy Department in the case of Captain Royal B. Bradford, Chief of the Bureau of Equipment. Captain Bradford is not only an officer of high scientific attainments, but also has great practical experience in naval matters. Although he has not held his present office long, and by custom is entitled to nearly three years' service here, he has become so impatient for active service that he today addressed the following letter to the President.

I respectfully tender my resignation as Chief of the Bureau of Equipment of the Navy Department. It has been a great pleasure to serve during your Administration in my pending capacity, and I beg to express my thanks for the honor conferred upon me by your appointment to such a responsible office. This resignation is tendered only that I may seek for active service abroad.

Captain Bradford addressed a similar letter to Secretary Long, with the addition of a request for command of a warship. The resignation will be accepted, and by virtue of his rank, as well as to mark the high regard entertained for him by the Administration, Captain Bradford will be put in command of one of the best available ships.

SECRETARY LONG'S PROPOSITION.

The Secretary of the Navy has sent to the House Committee on Naval Affairs an urgent request for immediate action on a joint resolution he submits, creating an auxiliary naval force for coast defense. The first section of the resolution reads as follows:

That a United States auxiliary naval force for coast defense be established, to be organized, equipped, and maintained, to be enrolled in such numbers as the President may deem necessary, and to be served for a period of one year, and thereafter to be renewed by the direction of the President.

The enlistments are to be made by a naval officer detailed as the chief of the force, or by some other officer detailed. The officers and men composing the auxiliary force are to receive the same pay and emoluments as those holding similar rank or rate in the regular Navy, and all matters relating to organization, discipline and government of the force shall conform to the regulations and laws of the Navy. The chief of the force may, with the consent of the Government of any State, in a similar manner, enlist in the force from the naval militia of that State and report the names of officers for appointment therefrom.

Secretary Long in explaining the creation of this force says the purpose is to make up the auxiliary force from seafaring men who have served on tugs and small vessels in local waters, and whose service would be of more value in their own localities than on the high seas. He adds that there are many men who would not enlist regularly in the Navy for three years who can be counted on to join by short enlistments in the mosquito fleet.

It was the intention of the Committee on Naval Affairs to take up the resolution for action to-day, but it was deferred, and probably will be acted on to-morrow.

COAL DEPOTS NEEDED.

The Navy Department is prepared to take immediate advantage of any action by Congress providing for coal depots, and has already outlined plans for the establishment of such depots and ascertained the feasibility of stocking them at short notice.

The attitude of the British Government on the question of making coal contraband is awaited with keen interest in naval circles. Operating at the south of Cuba, as the Navy must necessarily do if a complete blockade is to be maintained, the problem of supplying them with coal is a question of the greatest importance. This may be done expensively and uncertainly, owing to the danger of attack by the enemy's ships through the use of steam colliers, sent from the United States. It is highly desirable, however, that in an emergency the ships may have the opportunity to draw on some part of the British coal supply in the West Indies. It is believed, however, owing to the guarded manner in which Mr. Balfour replied to the direct question as to the Government's making coal contraband, that Great Britain will adopt a middle course. She probably will refuse to allow the warships of the United States to take on a full supply of coal at any British port. But, on the other hand, she probably will allow any such ships arriving at her ports short of coal to take on a supply sufficient to take them to the next port, thus applying the common rule of neutrality.

The decision of the British Government that the Spanish cruiser Audaz, now under repairs at Queenstown, Ireland, will be used in neutrality laws, is not without some benefit to the United States, as the torpedo-boat Somers, just purchased from Germany, is in dock at Falmouth, England, to undergo repairs. Sustained in the passage from Germany. There was some fear that she might be detained.

Lieutenant-Commander Cowley, who rendered such good service to the fleet in the dispatch boat Fern and forth, between Havana and Key West during the exciting days succeeding the Maine disaster, has decided that he prefers to take his chances in the fighting line. So, on his own application, he has been ordered to the command of the new cruiser Toledo, which sailed a day or two ago from England, where she was purchased for the United States. Lieutenant-Commander Cowley, being detached from the St. Louis for that purpose.

Commander J. G. Eaton has been ordered to command the Resolute. Paymaster W. F. Thompson and the following acting lieutenants have been ordered to the St. Paul: William J. Roberts, George Young, J. A. Patton, Hiram Dixon and Ralph Osborn.

The naval officials feel every confidence in the ability of the Oregon and the Marietta not only to protect themselves from the Spanish torpedo gunboat Temeraire, but to destroy that craft if she ever comes within range.

THEY WANT ROOSEVELT TO STAY.

THE PRESIDENT AND SECRETARY LONG TRYING TO INDUCE HIM TO RECONSIDER HIS PLAN.

Washington, April 22.—Considerable pressure is being exerted to induce Mr. Roosevelt to reconsider his determination to enter the military service either in the regular or volunteer branch, but with what result is not known. Mr. Roosevelt has rendered excellent service in the work of preparing the naval forces for efficient service in the present emergency, and it is believed that the President and the Secretary of the Navy are both endeavoring to have him continue on duty in the Navy Department.

Assistant Secretary Roosevelt, who came to the city on Thursday night, returned to Washington yesterday. This was his first visit home since the Spanish situation became complicated, and he expressed the wish that he could remain longer, but official business, he said, made his return to the capital imperative. He declined to discuss either the war or his alleged intention of resigning his place in the Navy Department to become a member of General Lee's staff.

Assistant Secretary Howell, of the Treasury Department, who also came here on Thursday night, went back to Washington yesterday morning.

Washington, April 22.—The Republican members of the Ways and Means Committee completed the war revenue measure to-day and sent it to the printer. It will be gone over again to-morrow and probably submitted to the full committee on Wednesday. Several questions are still open. The bill as now prepared, it is estimated, will raise between \$35,000,000 and \$100,000,000 annually.

The principal decision made to-day was the definite determination not to adopt either of the substitute propositions, to put a tax on railroad or other transportation tickets or petroleum. It was decided, however, to place a tax of one cent upon chewing gum and two and four cents upon mineral waters, ginger ale and foreign and native wines, two cents on pills and four cents on quarts. These additions are made to the Stamp Tax net of 1893, which is re-enacted with modifications. A tonnage tax, which is expected to raise \$2,500,000, is also incorporated in the bill. The addition of \$1 per barrel upon beer is expected to raise \$35,000,000. The question of allowing a rebate on beer stamps is still open.

The doubling of the tobacco tax and the provision for a retail license of \$4.00 are expected to raise \$20,000,000, and provisions of the stamp tax over \$30,000,000.

It will provide that the bonds shall be redeemable in not less than ten and not more than twenty years at the pleasure of the Government, instead of being five-twenty, as at first proposed. This change is made in deference to the wishes of the Treasury officials.

THE ALCOHOLIC SAILS.

MARINE AUTHORITIES DO NOT EXPECT

THEIR REACH HAVANA—THE WARD LINE PRESIDENT'S EXCURSION FOR HER CARGO.

The last cargo of what might be termed contraband of war left this port yesterday on the steamer Aloedene, which, while a vessel flying the British flag, has been chartered by the New-York and Mail Steamship Company, which has been ordered to deliver the cargo to the Spanish Government for military use in Cuba.

Whether she had on board other munitions of war could not be learned, as she only carried with her a cargo of provisions, including thirty-five thousand bushels of corn, and flour, beans, butter, cheese and lard in large quantities. In her manifest as filed no mention was made of the two armored cars, which had a conspicuous position on the main deck, and the company sending out the freight will have until Monday to file the complete manifest, showing that the cars were sent.

The Aloedene, as she left her pier at Wall-st., looked like a huge tub, and was being swung into the water by a derrick. The immense load she had on board. She was a dirty-looking vessel, and reminded those who saw her of a collier which had just taken a double load of dusty soft coal. That she will reach Havana in safety is not believed, either by any person who is engaged directly in marine matters or by those who have carefully followed the present situation.

An old ship chandler, who is based in South-st., and who is waiting to see the steamer as she left her pier, and as she swung out into the stream, said: "Well, I did not expect to see her get away from this port to-day, as I thought she would be stopped under the existing circumstances. She surely has on board a cargo which would help the enemy. There is one satisfaction, however, and that is, that even if she is not captured before she gets very far away from this port, she will at least stand a chance of being going to the bottom. She is overloaded to such an extent that even a capital of wind will capsize her."

The steamer is commanded by Captain Jones, a sturdy Englishman, who is as bluff and candid as his name is common. The vessel was to have sailed earlier than she did, but the Captain was detained at the office of the company and did not arrive at the pier until the gangplank had been withdrawn.

She is a cargo ship, and is in company with the superintendent of the dock, who said to him: "Captain, she is waiting for you."

"She always does," answered Captain Jones, and she swung out without incident. Before she swung out the steamer was turned to the superintendent and said: "I don't believe that we will ever see her again. It will be our last sight of her."

Mr. Smith, the manager of the line, was at the pier at the time the steamer was being swung into the water. In answer to a question about the steel military cars, which had a conspicuous position on the main deck of the Aloedene, said: "Oh, those are merely molasses tanks, and the holes in the sides are for the overflow and not to shoot out of. He then over his shoulder pointed to the two armored cars, and said: 'There is no other description of the formidable military cars.'

P. Booth, president of the New-York and Cuba Mail Steamship Company, when asked yesterday afternoon to explain why the company had sent out the Aloedene to Havana with a cargo which would be seized as contraband of war, said: "If we had not sent the cargo on one of our vessels some other line would have taken it and forwarded it to Havana."

His answer was an emphatic "No."

"Do you not think it had been considered far more patriotic if your line had refused to carry the cargo of provisions and the military cars?" Mr. Booth replied: "The cargo was being designed to be used by the Spanish Army."

"Do you not think it is better to have the cargo of provisions and the military cars being designed to be used by the Spanish Army?" Mr. Booth replied: "The cargo was being designed to be used by the Spanish Army."

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